






Thursday evening was a pleasant affair.


 The gas lights are a decided improvement on kerosene.

 The principles of the S. P. C. A. were put into practice by officer Fehlebeir yesterday, he arresting a dray driver for overloading a team.

 Decoration day was observed in Honolulu on the 20th ult., for the first time. American feelings prevail.

 Before we issue another, paper the 11th will have passed. We will give full reports of the day's proceedings in our next issue.

 The Legislature adjourned yesterday, Friday, over to Monday, when the report of the Finance Committee will be under consideration.

 Cannot the Marshal compel the mango eaters

roadway, instead of leaving the peels on the sidewalk? Or else provide them with brooms.

60 cases of kerosene oil, below the proper standard, were re-shipped to California, the possible land of its birth, by the *W. H. Meyer*, S. C. Bowley, Esq., consignee. Can't fool the Marshal on the quality of kerosene oil here.

The fire wardens should be paid by government to attend to the duty. It is hardly supposable that they would make charges against persons without receiving a "quid pro quo" for the time and labor necessarily spent in securing a courtship.

Passage for San Francisco has already been engaged by the following persons on board the City of Sydney, which leaves here on Monday, the 7th inst. A. H. Spencer, wife, Mrs M A Rice, Miss Isenberg, Mrs Von Pfister, W T Colton and wife, Mrs Thompson, Mrs Reinhardt, T B Haeff and wife, D Crowningburg, G T Lyon, A B Barclay, Chung Lung, S C Bowley, Miss Belle Fuller, Miss Gylet, H Schumler, J F Brown, W T Kirkpatrick, H O Austin, H K Kirk, W A Devey, J M Thompson and wife.

AN OVERSEAS GLEANER. H. B. M.

Although of course its particular import may be kept concealed, but it looks out of the common course of events for a naval vessel to sail from a northern port to a southerly one and then return back direct, without having some special object in view. Rumor has it that the *Rocket* is here under orders, the orders applying to obtaining information regarding the action the present Legislature will take on the Immigration Question. Also to take

THE YACHT CASCO.—This beautiful specimen of naval architecture arrived in port on Saturday last from San Francisco *via* Hilo. She left San Francisco on May 8th, arrived at Hilo on the 23rd, left on the 28th, and anchored in Honolulu Harbor.

hours. She is commanded by Captain Colcord, and owned by Dr. Samuel Merritt, who is now on board, accompanied as guests, by Mrs. Dr. Garcon, Miss McClellan, the Messrs Dyer, Miss Nellie Knowles, Messrs. J. W. Taber, and T. T. Dargie. While at Hilo, five of the party started for the volcano on Tuesday, the 25th May, returning on the following Thursday, the 27th. They encountered no serious obstacles, but were only concerned

shared the excursion, but the cordial reception at the volcano house by Mr. Lentz made amends for the physical discomforts caused by the weather. Captain Theo. Spencer and Mr. L. Severance, entertained the party in Hilo. The public reception on board the *Casco* was well attended while there. On Sunday last some of the party attended Fort Street Church, while others visited the Episcopal Church. On Monday they drove around town to

Wilder. Between 11 a. m. and 1 p. m. on Wednesday, was set apart for the reception on board the yacht of His Majesty and members of the Royal Family, and the Ministry, and from 1 to 3 p. m. the same day for the public. There was also another public reception yesterday from 11 p. m. to 3 p. m. On both occasions a large number of our residents availed themselves of the opportunity afforded to inspect the trim craft and her beautiful attractions and indulge in a chat with the genial and hos-

Majesty, who will entertain them with a *luau*, after which they purpose indulging in the delights of surf-bathing at Waikiki. Dr. Merritt, the owner, was formerly Mayor of Oakland, California. He was the builder of the Grand Central Hotel, recently destroyed by fire, in that city and has planned some of the finest residences at present here, and is regarded as a public benefactor. He built the *Casco* two years ago, at a cost of \$40,000. She is 72 ft 37 1/2 in. in length, 12 ft 4 in. in beam and 12 ft 2 in. in draft.

Maime. The Doctor feels justly proud of his yacht and her abilities, and points with pride to the log statement that on one occasion, "from 7 a. m. till 5 p. m. no one at the wheel, Casco going at the rate of 7, 8 and 9 knots, steering herself." She is the pioneer yacht to sail from the Pacific Coast on a cruise to foreign ports. The ladies are all members of Oakland society, and have already made many friends here by the charming manner in which they each set the part of hostess. On the twentieth, Dr. Morrill baby professional children.

photographer of San Francisco, Mr. Dargie is a journalist on the staff of the Oakland *Tribune*; Captain Colecord, the Commander, is already well-known here. No definite arrangements have yet been made regarding the day of departure, but the next point of destination may be the Island of Tahiti.

ARTESIAN well-boring in these islands is a subject that will shortly be reported upon by the Com-

The success that has attended the enterprise displayed by Mr. Jas. Campbell, Mr. A. Marquez and others, will no doubt lead to beneficent results throughout the kingdom. A few facts in connection with this subject might therefore be acceptable to our readers. The Hon. Mr. Gibson, member for Lahaina, who introduced the subject to the Assembly by asking that \$10,000 be appropriated to bore and to assist private enterprises

near a mile, but it is rarely necessary to go so deep before water is obtained. The depth of the great well at Passy, Paris, is about 1,923 feet, with a diameter of 2 feet 4 inches at the bottom, and it throws up a stream of water at the rate of 5,680,000 gallons per day to a height of 54 feet above the ground. Besides the monster well, there are in Paris a great many others, varying from

the diameter of the bore hole. In England it is not necessary to bore so deep as on the Continent and in America, the water-bearing stratum are found much nearer the surface. At Chicago there are two wells, one 700 and the other 1,000 feet deep, with a diameter of 5 inches which supply the city with 800,000 gallons of water daily. After boring to the depth of three quarters of a mile at St. Louis, in the State of Missouri, and obtaining nothing but brine, the undertaking was abandoned by order of the government.

est boring in the world is in Germany, about 20 miles from Berlin, and was sunk for the purpose of obtaining rock salt. A depth of 4,194 feet has been attained, of which 3,907 feet form a salt deposit. In Kentucky a boring was commenced in 1857, and finished in 1858. It is 3 inches only in diameter and carried to a depth of 2,066 feet, and it discharges a supply of water as plentiful as that at Paris. At Chateaufort, in France, they supply 1,200 gallons an hour, and deliver it 100 feet above the surface. At Bourne, in Lincoln-

Boring in the great desert of Sahara is of very ancient date, and the Arabs often worked for many years before they reached the pool that was so eagerly sought for. Many difficulties have to be contended against in well-boring in the desert, not the least of which is the drifting of sand, but when water is forthcoming as a result, it is turned into sand and

was bought but waste and solitude. Therefore, inspired by the example of Mr. James Campbell and the recent success of Mr. A. Marquez, we may soon hope to see and hear of many spots, at present unproductive, turned into fields of wealth, and if money is wanting to further the project, there ought to be no hesitation on the part of the government to supply the deficiency.